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ABSTRACT

A bevel-pinion shaft (5) of a differential of a motor vehicle is supported in a housing (1) by two spaced unilaterally loadable double-row tandem angular-contact ball bearings (16,17) which face each other in an O-arrangement. Compared to the classical support by conical-roller bearings, a substantially lower frictional moment and substantially lower bearing wear are attained by the bearing arrangement of the present invention.